

THE RESUMPTION OF UNCOUPLING ON THE TUBE LINES

INTRODUCTION

All Underground lines operated short trains during “slack hours” (the in-phrase back in the day) prior to the Second World War. Economies and labour shortages because of the war saw uncoupling operations cancelled from 1939/40, save for the District Line, which continued with it throughout and long after. Another exception was the Northern City Line, where two cars in slack hours was deemed more than sufficient for the traffic offering.

The Metropolitan Line also cancelled uncoupling from around the same time, save for the odd loco-hauled coaching stock workings of seven carriages instead of six which was mentioned in a previous issue of *Underground News*. These were very much in the minority and all Metropolitan loco-hauled stock on the main line became six coaches only from May 1944. Uncoupling only resumed on the Metropolitan Line after the introduction of A Stock in the early-1960s, first on the Amersham and Watford lines from 18 June 1962 and then on the Uxbridge line in June 1963, once sufficient A Stock had become available for off-peak services.

The deep tube lines, however, did resume short train operation, but it was five years after the war ended that the first line – the Bakerloo – reintroduced it. The other three tube lines followed suit, the last in 1952. But in less than ten years, uncoupling on the tube lines had been abandoned because of staff shortages. Full-length trains became the norm again, albeit with slightly wider intervals between trains.

Back in 2006 in *Underground News*, we told the story of how uncoupling worked post-WW2. With additional information coming to light, these notes concentrate on how it was resumed on the four deep tube lines in the early-1950s.

BAKERLOO LINE

Working Timetable No.32 from 5 June 1950 was the first with short train operation reinstated. By this time, the remaining Pre-1938 Tube Stock had been transferred away and all trains were 1938 Tube Stock (with some Standard Stock '58 trailers). The main peak service remained unchanged with 47 trains Mondays to Fridays and 45 on Saturdays.

Uncoupling was performed at Stanmore, Queen's Park and Watford Junction. With all trains on the Bakerloo Line being formed M-T-M+M-T-NDM-M, it was simply the case of detaching the north end three-car units (M-T-M) and stabling them in a depot, in sidings or a spare platform.

Uncoupling/coupling operations Monday to Friday are summarised thus: After the morning peak, 17 trains uncoupled at Stanmore, with the same number of three-car units stabled in the sidings. At Queen's Park 10 trains uncoupled with 10 three-

	Stanmore	Watford Junction	Queen's Park
Uncoupling	09.23-12.07	09.31-11.29	09.20-10.41
Coupling	13.37-16.18	14.59-16.29	14.11-16.19
Uncoupling	18.46-20.41	18.42-20.40	19.17-20.50
Coupling	21.17-24.00	21.59-22.45	22.14-23.02

car units (30 cars) stabled in the south shed. Careful readers will note that when passing the south end of the south shed on a London Overground train, the tracks still go beyond the shutters, which then provided the extra space for the 10 three-car units (5x3 per road). Today, the layout in the south shed allows for 2x7-car trains per road, in specifically signalled berths and all under cover. The arrangement at Watford Junction was different yet again, where seven trains uncoupled. Four uncoupled three-car units were made up to six cars and thus 2x6-car trains ran empty to Croxley Green depot, while the remaining three 3-car units stabled in the 'long' platform 5 at Watford Junction. It will thus be appreciated that the midday off-peak service on Mondays to Friday required 34x4-car trains.

This left 13 seven-car trains to stable after the morning peak. Neasden had 11, Queen's Park had one and Croxley Green also had one. This last, however, didn't run via Watford Junction, but detrained at Harrow & Wealdstone at 09.35 and ran empty to the depot direct from Bushey & Oxhey via Colne Junction. The train returned the same way (to go via Watford Junction would have meant the train would be the wrong way round) but picked up passengers on the southbound (Up DC) at Bushey & Oxhey rather than running empty to Harrow.

The stabling of the 17 out of the 47 trains after the evening peak was as shown overleaf.

The principle of uncoupling was similar after the evening peak, but with a few exceptions. Only 30 trains were

	After PM peak
Stanmore	1x7

required for service instead of 34. At Stanmore, 14 trains uncoupled with 14x3-car units stabling in the sidings. Seven trains uncoupled at Watford Junction and made 7x4-car for the evening off-peak. Again, four three-car units were made up to six cars and 2x6-car trains therefore ran empty to Croxley Green depot, while the remaining three 3-car units stabled in the 'long' platform 5 at Watford Junction. At Queen's Park 6 trains uncoupled with 6 three-car units (18 cars) stabled in the south shed. This made a total of 27x4-car trains. However, 30 trains were required for service, and three trains remained as seven cars and did not uncouple. At the end of the day, 12 trains recoupled at Stanmore between 21.17 and 24.00, with two four-car trains coupling to the two three-car units remaining in the siding to make seven cars each for the following morning.

Wembley Park	2x7
Neasden Depot	3x7
Croxley Green	4x7
Queen's Park	1x7
London Road Depot	5x7
Elephant & Castle	1x7
Totals:	17x7
Trains:	17

It will be recalled that 4x3-car units (as 2x6) stabled at Croxley Green after the evening peak. These four units were separated and later coupled to four four-car trains that stabled at Croxley Green towards the end of traffic. The other three units at Watford Junction coupled to three four-car trains, each to make seven cars for the last few hours of service.



Above: (Left) Stanmore in the early days of Bakerloo Line uncoupling with a four-car train in platform 2 awaiting departure. The heavy overhaul date on the leading motor car is 2/51 and the train appears to be in ex-works condition. To its right is an uncoupled unit stabled in Stanmore Sidings. The destination plates of "Elephant" (over) "and Castle" were later replaced by "Elephant" plates with larger lettering which were easier to read.

Photo: Alan A. Jackson

Above: (Right) A four-car unit on the southbound between Kenton and South Kenton, having passed under the Metropolitan and main line in the distance. At the top far left is Northwick Park station.

Photo: LURS Collection

Most off-peak services were increased during short train working. On Monday to Friday evenings, all trains were seven cars 'through-the-road' from 23.05 Baker Street southbound. Saturday uncoupling took place between 17.17 and 19.24 with recoupling between 20.12 and 22.24. All trains were seven cars from 21.27 Baker Street southbound. From 17.00 on Saturdays, the service intervals were as Monday to Friday midday.

On Sundays, some trains started as seven cars, but all were four cars from 09.00 from Baker Street southbound. There were no changes to Sunday service intervals except for Wembley Park – Stanmore, which was increased to 10-minute intervals. (A 20-minute service of four-car trains north of Wembley Park to Stanmore was deemed insufficient). Uncoupling took place between 08.33 and 09.57.

Recoupling on Sundays took place from midday with all seven cars from 13.45 Baker Street southbound. Intervals then reverted to the previous timetable, where Stanmore had a 20-minute afternoon service and 15-minute evening service.

	Start Morning		Uncouple	Couple	Stable	Start Eve	Stable
Stanmore	3x4	–	7x4	9x3	1x4	1x7	4x7
Wembley Park	–	–	–	–	–	1x7	1x7

Neasden Depot	–	4x7	–	–	–	1x7	4x7
Croxley Green	2x4	1x7	–	–	–	–	3x7
Queen's Park	–	4x7	4x3	4x3	–	–	4x7
Elephant & Castle	–	4x7	–	–	–	–	4x7
London Road Depot	–	1x7	–	–	–	2x7	3x7
Watford Junction	–	–	3x3	* 5x3	–	–	–
Totals:	5x4	14x7	14x3	18x3		5x7	23x7
Trains:		19		18		23	–

* Comprises 3x3 couple from stabled units in platform 5 at Watford Junction and 2x3 (as 1x6) from Croxley Green to Watford Junction for coupling.

Off-peak service intervals were as follows, with full-length train operation shown in italics.

	Watford	Harrow	Queen's Park	Stanmore	Wembley Park	Central area
Mondays to Fridays:						
Midday	15	15	5	10	5	2½
Evening	15	15	6	12	6	3
Saturdays:						
<i>Morning</i>	15	15	7½	7½	7½	3½-4
<i>Afternoon until 17.00</i>	15	15	3-6	7½	7½	2-4
17.00 to 21.00	15	15	5	10	5	2½
<i>After 21.00</i>	15	15	7½	7½	7½	3½-4
Sundays:						
Before 14.00	30	30	10	10	10	5
14.00 to 17.00	30	30	10	20	10	5
After 17.30	30	30	7½	15	7½	3½-4



Above: Some three-car units (M-T-M) were stabled in the long platform 5 at Watford Junction between the peaks and during other times of short train operation. Two units are seen (Left), the far unit including a 1927 Standard Stock trailer. DM 11317 on the left was transferred to the Northern Line in May 1953 and remained there until withdrawn in 1976. The track through the long platform 5 at Watford Junction went right up to the St. Albans Road bridge in the distance, although the current rails didn't. One three-car unit is stabled as far north as possible (Right).

Photos: LURS Collection (Left) and Alan A. Jackson (Right)

The next Working Timetable (No.33 – 30 April 1951) was similar in uncoupling, but the midday Croxley Green stabler on Mondays to Fridays instead stabled between the peaks in Harrow & Wealdstone sidings.

Working Timetable No.34 from 30 June 1952 included four seven-car 'block' trains on Mondays to Fridays and two on Saturdays. They were all confined to rush hours only and were:

MONDAYS TO FRIDAYS

Train	From	To	From	To
-------	------	----	------	----

CG – Croxley Green Depot

66	06.25 CG	09.37 HR	16.03 HR	18.58 LR
72	07.32 LR	10.01 NN	16.23 NN	18.42 LR
83	06.42 LR	09.13 NN	16.53 NN	18.45 NN
88	05.14 NN	09.48 QP	16.15 QP	20.14 CG

HR – Harrow & Wealdstone siding
 LR – London Road Depot
 NN – Neasden Depot
 QP – Queen's Park Depot

SATURDAYS

Train	From	To	From	To
51	04.43 CG	08.55 QP	12.06 QP	15.45 CG
74	05.29 LR	–	–	13.47 LR

It was in Working Timetable No.35 from 3 November 1952 that distinction was made by trains formed with an uncoupling non-driving motor car (UNDM), although they began to enter service from 29 September 1952. This added to the complexities of uncoupling and coupling. The Bakerloo then had an (unchanged) fleet total of 54 seven-car trains, but 31 were formed M-T-UNDM+M-T-NDM-M and 23 were formed M-T-M+M-T-NDM-M. There were no scheduled 'block' trains.

Because some uncoupled units were stabled in Croxley Green Depot, those with UNDMs were banned from operating on their own between there and Watford Junction, even though they were empty, because they had 'simple' driving controls in a cabinet with a Westinghouse only brake, the motorman would view the road ahead standing at the centre communicating door with no window wiper, and that the unit would have only one compressor on the trailer car.

Trains in the timetable with UNDMs had the suffix 'U', while normal 3- and 4-car units didn't. At Stanmore, uncoupled units were formed M-T-UNDM while at Watford Junction, all uncoupled portions were formed M-T-M. At Queen's Park, however, both types were uncoupled.

Of course, care had to be taken when the service was disrupted, to make sure that a train destined for uncoupling at Watford Junction didn't contain an UNDM. Even the slightest disturbance to the service could cause problems with trains running out of turn and reforming them to timetable at Elephant & Castle, made even more complicated by train crews stepping back.

STOCK PROVISION

Stanmore	7x7U	
Wembley Park	2x7U	1x7
Neasden Depot	7x7U	1x7
Croxley Green	2x7U	8x7
Queen's Park	5x7U	2x7
London Road Depot	5x7U	3x7
Elephant & Castle	2x7U	2x7
Total:	30x7U	17x7

UNCOUPLING MIDDAY MONDAY TO FRIDAY

Stanmore	14x3U
Watford Junction	7x3 (of which 4x3 go to Croxley Green Depot as 2x6)
Queen's Park	4x3U
	5x3
Total:	30 uncoupled units stabled
	30x4 for service

Trains: 47

It will also be appreciated that the number of trains in the midday off-peak had been reduced from 34 to 30x4-car trains with the central area every 3 minutes, Queen's Park and Wembley Park 6 minutes, 12 minutes Stanmore and 15 minutes Watford Junction.

Thereafter, uncoupling arrangements remained fairly consistent until it was abolished in 1961. However, changes to services in the intervening nine years were:

- From 5 February 1955 (Saturdays) – Train set numbers including UNDM cars were numbered 51-76 (26 trains) and trains with two DMs in the middle were numbered 81-95 (15 trains). Total stock for Saturdays 41 trains.
- From 11 June 1956 – Monday to Friday midday Watford Junction service reduced from 15 to 20-minute intervals. Stanmore service increased on Sundays until 17.30 to 10 minutes (with coupling up from c.17.30 instead of c.14.00).
- From 8 March 1958 – Saturday after midday peak, uncoupling started immediately, except for Watford service with uncoupling between 17.30 and 19.00.



Above: (Left) Another view of Stanmore with a four-car train in platform 2. On the right are stabled uncoupled units with an UNDM in view adjacent to a motor car. The furthest uncoupled unit also includes a Standard Stock trailer. Although the Stanmore branch was served by the Metropolitan until November 1939, it was still possible for empty sub-surface stock trains to work into the left-hand platform 1 for de-icing purposes, although this was normally done by sleet locos. However, after sleet locos were withdrawn, A Stock did de-icing work to Stanmore but ended when the Jubilee Line took over the service in 1979, when the 1972 MkII Tube Stock had its own de-icing trailers.

Photo: Alan A. Jackson

Above: (Right) Shunting an uncoupled three-car unit at Queen's Park, passing through the southbound platform and heading to the South Shed. The motorman can be seen in the centre communicating door, which was his only view forward for driving.

Photo: LURS Collection

Below: (Left) Interior of a 1949 Tube Stock UNDM looking towards the driving controls, which are behind the panel at far left. This was, of course, locked when not in use and would only be used on empty workings. The only view for the motorman driving would be through the communicating door window, which had no window wiper for adverse weather. The driving control was a push button and the brake was Westinghouse only. It can easily be appreciated why UNDM operation to and from Croxley Green Depot was forbidden.

Photo: LT Museum

Below: (Right) A four-car unit of 1938 Tube Stock approaches Wembley Park, with a Metropolitan Line train of T Stock approaching to the right and with Wembley Park Shed behind. The Bakerloo four-car unit was one of four to have a '58 Trailer', the other 54 being in 54 three-car units. The destination plate shows the later style of "Elephant".

Photo: LURS Collection



CENTRAL LINE

The Central Line was the second deep tube line to resume uncoupling operations, from 19 February 1951. It was the desire that sufficient eight-car trains would be available to uncouple each train into two four-car sets, but this proved impossible because of on-going problems with stock reliability, some of it having been stored in WW2, even though it was given a rehabilitation at Acton Works between 1946

and 1948. Although the line comprised all Pre-1938 Tube Stock for main line service, there were three variations of it for service –

12x8 Eight-car trains formed M-T-T-M+M-T-T-M

17x7B Seven-car 'block' train formed of three motor cars and four trailers

50x7C Seven-car trains for uncoupling, formed M-T-CT+M-T-T-M

79 trains total

(It should also be noted that there were also 4x4 trains for the Hainault – Woodford shuttle and 1x2 for the off-peak Loughton – Epping shuttle).

After the morning peaks on Monday to Friday, the following was scheduled:

	UNCOUPLE		STABLE IN DEPOT/SIDINGS			
West Ruislip	{ 2x8 7x7C	{ 4x4 7x4C	} 7x3C stable	8x7B stable	7x7C stable	1x8 stable
White City	15x7C	15x4C	15x3C stable	1x7B stable		
Loughton	9x7C	9x4C	9x3C stable			
Hainault	5x8	10x4		8x7B stable	12x7C stable	4x8 stable
Trains in service	45x4					

Where eight-car trains uncouple, the uncoupled portion took the number 100 higher, e.g. 16/116 and 73/173. However, not all four-car portions recoupled to the same they were uncoupled from, for example, 162/65 and 111/9. In cases where two 1xx numbers had to couple, they took a vacant number from the main series.

The Monday to Friday midday off-peak service provided a 2½-minute service between Marble Arch and Liverpool Street, comprising four 10-minute services:

10 mins West Ruislip – Debden (40 mins to Epping)

10 mins Ealing Broadway – Hainault via Newbury Park

10 mins White City – Liverpool Street

10 mins Marble Arch – Liverpool Street

On Saturdays, the same principles applied, with uncoupling after the midday peak and recoupling mid-evening.

On Sunday mornings, just 1x8-car train started from Loughton Sidings at 06.44 and uncoupled at West Ruislip at 08.29. The uncoupled four-car portion, however, worked to Ruislip Depot, recoupling at 14.50 at West Ruislip. This was the only full-length eight-car train in service, all others being seven cars, which had three cars detached in the morning and three cars attached later in the afternoon.

Working timetable No.11 from 3 November 1952 saw some revisions to services, in that sufficient eight-car trains were available for the number of four-car trains in the off-peak. These comprised 46x7 and 33x8. No seven-car trains were thus scheduled to uncouple. Moreover, the Loughton – Epping shuttle was withdrawn on Mondays to Fridays in favour of a more frequent through service to Epping. This meant that in the midday off-peak, Epping had a through service of trains every 24 minutes instead of every 48 minutes. Because of a shortage of staff, affecting several lines, services through the central area and branches were reduced and were based on the following self-contained patterns:

Service patterns –

West Ruislip – Hainault 12 minutes

Ealing Broadway – Debden 24 minutes

Ealing Broadway – Epping 24 minutes

Marble Arch – Liverpool Street 6 minutes

Combined service intervals were:

North Acton – Marble Arch 6 minutes

Marble Arch – Liverpool Street 3 minutes

Liverpool Street – Leytonstone 6 minutes

Leytonstone – Debden 12 minutes

This required eight fewer trains in service in the midday period, as opposite.

† One uncoupled 4-car stabled in Loughton Sidings and started up afternoon for coupling.

	UNCOUPLE		COUPLE	
West Ruislip	5x8	10x4	8x4	4x8
White City	5x8	10x4	10x4	5x8
Loughton	5x8	9x4 †	9x4 †	5x8
Hainault	4x8	8x4	10x4	5x8
Trains:	19x8	37x4	37x4	19x8

It will be noted that there were no White City reversers between the peaks and the operating patterns were reversed to be West Ruislip – Hainault and Ealing Broadway – Debden/Epping. As far as uncoupling was concerned at the intermediate stations, at Loughton, an eight-car eastbound train would uncouple with the front portion going forward. The rear portion would then wait for the next full-length train and once its passengers had been transferred, would depart, and the 7- or 8-car train proceed to

stable in the sidings. A similar arrangement would take place in the reverse direction at coupling up time. At White City, most of the uncoupling was done in the centre platform with a westbound train. The west end four cars would go forward to Ealing Broadway, while the east end portion would return eastbound on a Liverpool Street 'local' working.



Two four-car trains of Pre-1938 Tube Stock beside each other at North Acton (Above, Left). The Western Region main line is at far left and the line to the West London Line is at lower level to the left of the Central Line. The rear of a four-car train at North Acton (Above) about to depart for Debden. Note the set number of '111', which has been uncoupled earlier from train 11. Nearest is a 1925 Cammell Laird motor car. A four-car train on the inner rail at Newbury Park (Left) heading for Hainault with a 1926/27 MCCW motor car nearest. This train 116 has been uncoupled from train 16.

Below: A four-car train stands at the north end of platform 1 at Hainault, waiting for another four-car portion to couple for the evening peak. The front cab door is open and ready for staff to connect air hoses and electrical jumpers. Note the wooden walk boards for staff just in front of the train.

All photos: Alan A. Jackson



Working timetable No.12 from 27 April 1953 saw the service patterns reversed, i.e. West Ruislip – Debden/Epping and Ealing Broadway – Hainault.

With the timetable (WTT No.18) for the electrification of the Epping-Ongar section from 18 November 1957, midday off-peak services on Mondays to Fridays were increased and uncoupling introduced at Ealing Broadway to relieve the pressure at White City – uncoupling details are as shown on the right. On the negative side, the Saturday off-peak service after the midday peak saw 8 minutes on the branches (16 minutes Epping) and 4 minutes in the central area.

	UNCOUPLE	
	FROM	TO
West Ruislip	5x8	10x4
Ealing Broadway	7x8	14x4
White City	5x8	10x4
Loughton	5x8	10x4
Hainault	4x8	8x4
Trains:	26x8	52x4

The Monday to Friday midday service was based on the service patterns opposite, to give a 2-minute (30 trains per hour) service between Marble Arch and Liverpool Street.

10 mins West Ruislip – Debden (20 mins Epping)
 10 mins Ealing Broadway – Hainault
 6-8 mins White City – Liverpool Street
 6-8 mins Marble Arch – Liverpool Street

The eastbound pattern every 20 minutes was Epping-Liverpool Street-Hainault-Liverpool Street-Liverpool Street- Debden-Liverpool Street-Hainault-Liverpool Street-Liverpool Street.

Although trains were only four cars during the midday period, it must have been difficult to achieve 30 tph over a long period of time, along with the 1½-2-minute peak service of full-length trains either side of it. There were probably many more staff for to assist with detraining back in the day, even with two Liverpool Street reversers together – but the thought of two Liverpool Street reversers together concentrates the operational mind somewhat ...

It seems that this may have been the case, because within five months, the central area service reverted to 24 tph with WTT No.19 of 21 April 1958. Maybe the uncoupling at Ealing Broadway was unsuccessful too, because that was abandoned at the same time.



Above: (Left) A four-car is seen on the downhill run from Fairlop to Barkingside with a 1923 MCCW motor car leading. The second (trailer) car is 1923 Birmingham in ex-works condition.

Above: (Right) A four-car train on the eastbound at Stratford, again with a 1923 MCCW motor car nearest. Note the lower height guard's door and the continuous clerestory (except where the double doors are). However, this car has the 'wrong' windows – they should be 'drop down' as provided on 1923-built cars. It also has the 'wrong' roof over the passenger saloon. It should have overhanging eaves and small air scoops. It is thought it was an attempt to prevent rain getting in but it may have reduced the ventilation capacity too much, so they reverted to scoops, but small ones. Maybe they were trials for future builds?

Both photos: LURS Collection

NORTHERN LINE

The Northern Line was the third tube line to reinstate the operation of short trains in off-peak times in the post-war period, beginning on 12 November 1951. It was probably the most complex of all the uncoupling arrangements on the tube lines, having a loop at Kennington which terminating Charing Cross branch trains normally used. Because three- and four-car trains were involved, it was imperative that they were the right way round at the right time to couple up, which could only be 'A'-end to 'D'-end. *(It was not possible to run trains in service coupled 'A' to 'A' and 'D' to 'D'. It was even more impossible to couple 'D' to 'D'. The 'D' end coupler had a large spring-leaf buffer, making coupling of the two types almost impossible without "taking a run at it", and even if this had succeeded, it would have caused damage and would have been a very difficult job to part them again!).*

The reintroduction of uncoupling on the Northern Line came with a new number series for Northern Line timetables, starting at No.1.

To understand the arrangements for short train working on the Northern Line, it should be borne in mind that there were then three types of full-length train formations in the daily stock make-up. The maximum number of trains required on each day was:

Mondays to

Fridays	Saturdays	Sundays	Notes
41x7A	38x7A	27x7A	} One train uncoupled to form two short trains for the Mill Hill East shuttle on Sunday.
14x7B	11x7B	15x7	
45x7	40x7		Saturday morning peak 85x7 trains with 38x7A, 11x7B and
100x7	89x7	42x7	36x7.

With all trains 1938 Tube Stock (and its variants), those trains identified with the letter 'A' in the working timetable denoted that the three-car unit had two compressors and thus both units could uncouple and remain in service. The trailers concerned had a letter 'C' added under the car number. The formations were therefore M-T-NDM-M+M-T(c)-M.

Those with the letter 'B' were seven-car 'block' trains and could not uncouple.

The 'ordinary' seven-car trains that were formed M-T-NDM-M+M-T-M could uncouple, but only the four-car unit could remain in service because the trailer on the three-car unit had only one compressor – it was forbidden to run trains with one compressor in passenger service (apart from the short Northern City Line, where a failure of a compressor on a two-car train wouldn't be so service damaging). These three-car units were scheduled to be formed at the south end of the train.

In Working Timetable No.1, all trains started on Mondays to Saturdays as seven cars. Uncoupling was scheduled to take place at Edgware, Golders Green, High Barnet and Morden. At both Edgware and High Barnet, the three-car (one-compressor) M-T-M units were detached and were sent to the depot (Edgware) and sidings (High Barnet). At both locations, the four-car units remained in service and worked on the Charing Cross branch.

At Golders Green, the four-car unit was uncoupled (at the north end) and the three-car (two-compressor) unit remained in service on the City branch – the four-car went to depot. It should be remembered that all off-peak services via Bank worked either to Golders Green or short trips to Euston and it wasn't until 1967 that City trains ventured onto the Barnet branch on a regular basis outside the peaks. Furthermore, the off-peak traffic on the City branch was much lighter and the service less frequent than the Charing Cross branch, unlike today, where traffic levels are more equal.

At Morden, a small number of trains uncoupled so that the south-end three-car unit went to depot, but the vast majority of uncoupled trains formed two separate portions – the north-end four-car unit working via Charing Cross and the south-end three-car via the City.

The uncoupling and coupling schedules were as follows:

Mondays to Fridays

	Uncouple Morning		Couple Afternoon	
Edgware	10.09-11.53	16x3 (south) off	15.08-16.23	16x3 (south) on
Golders Green	10.05-11.04	7x4 (north) off	14.24-16.14	7x4 (north) on
High Barnet	09.42-10.56	9x3 (south) off	15.17-16.17	9x3 (south) on
Morden	09.59-11.42	4x3 (south) off	14.47-16.29	4x3 (south on
		12x7 forms 12x4 (north) and 12x3 (south)		12x3 (south) and 12x4 (north) forms 12x7
	Uncouple Evening		Couple Night	
Edgware	18.35-19.54	14x3 (south) off	21.12-22.30	14x3 (south) on
Golders Green	19.04-20.33	7x4 (north) off	21.24-23.04	7x4 (north) on
High Barnet	19.01-19.52	5x3 (south) off	21.28-22.10	5x3 (south) on
Morden	18.53-20.38	2x3 (south) off	20.49-22.28	2x3 (south) on
		13x7 forms 13x4 (north) and 13x3 (south)		13x3 (south) and 13x4 (north) forms 13x7

Saturdays

Uncouple Evening

Edgware	17.58-19.13	11x3 (south) off
Golders Green	18.03-19.04	7x4 (north) off
High Barnet	17.56-18.57	5x3 (south) off
Morden	18.05-19.57	4x3 (south) off 13x7 forms 13x4 (north) and 13x3 (south)

Couple Night

21.28-22.43	15x3 (south) on
21.24-22.24	7x4 (north) on
21.32-22.32	5x3 (south) on
20.44-22.34	4x3 (south) on 13x3 (south) and 13x4 (north) forms 13x7

The number of trains required for service during the midday off-peak on Mondays to Fridays was therefore 60, formed 21x3 and 39x4. The apparent “craziness” of evening uncoupling on Mondays to Fridays, with all trains stabling at the end of traffic as seven cars, is amply demonstrated in that the last train to uncouple did so at 20.38 (at Morden) and the first re-coupled just 11 minutes later!

On Sunday mornings there was a mix of three-, four- and seven-car trains starting up, as opposite, although most of them were full-length. Uncoupling followed the same principles as on Mondays to Saturdays. However, because there was no through service to Mill Hill East on Sundays, one seven-car train uncoupled at Finchley Central to form two shuttle trains – one three-car and one four-car. The two units re-coupled again late in the evening prior to stabling. In later timetables, the trains were uncoupled and recoupled in Highgate Depot at the start and end of service.

Edgware	2x7	1x4	–
Golders Green	5x7	–	3x3
High Barnet	2x7	–	–
Highgate	4x7	–	–
East Finchley	1x7	–	–
Stockwell	1x7	–	–
Morden	6x7	1x4	2x3
Total:	21x7	2x4	5x3



Above: Brand new 1949 Tube Stock UNDM 30044 in Neasden Depot, formed up with a Bakerloo Line '58 Trailer'. This entered service on 24 September 1952 and was transferred to the Northern Line on 11 May 1953.

Above: (Right) A four-car unit approaches Golders Green on the northbound. On the left, a train is stabled on No.26 Siding (often called “4 Siding”, as it was many years ago) with an UNDM in its formation, with a seven-car train in the loop behind the approaching train.

Both photos: LURS Collection



Above: (Right) A three-car unit of 1938 Tube Stock at Brent, working the Kennington – Edgware via Charing Cross route, having been uncoupled from train 14 and now working as train 114. This was one of the three-car units which had two compressors on the trailer car.

Photo: Brian Hardy Collection

In timetable No.2 of 20 October 1952, the maximum stock make-up was as follows:

55x7A	} There were still 100 trains required for the peak service on Mondays to Fridays. It will be seen that the number of block trains has increased and that units with UNDMs were being introduced onto the Northern Line. They were allocated as follows:
25x7B	
20x7U	

Edgware	6x7	3x7B	4x7U
Golders Green	14x7	7x7B	4x7U
High Barnet	5x7	1x7B	2x7U
Highgate	5x7	1x7B	3x7U
Highgate Wood	4x7	–	–
East Finchley	1x7	–	–
Stockwell	1x7	–	–
Morden	19x7	13x7B	7x7U
Total:	55x7	25x7B	20x7U
Grand total:		100	

This new timetable also introduced some major changes, especially during the midday off-peak on Mondays to Fridays. The number of trains in service midday was greatly reduced – to 45, comprising 10x3 (which was all that was needed for the meagre City service – see below) and 35x4 (for the Charing Cross service). There was no uncoupling at Golders Green on Mondays to Saturdays. The City service was confined to operate only from Euston with trains working in

turn to Kennington and Tooting Broadway. This meant that the last northbound City train left Morden after uncoupling was at 11.08 while the first in the afternoon departed at 14.56. In the opposite direction, the last City arrival at Morden was at 11.21 and the first arrival in the afternoon at 15.27 (to couple).

At Euston, the last northbound City train departed at 10.29 to Hampstead, the first in the afternoon being at 15.58 to Golders Green. The last southbound City train from Golders Green in the morning left Golders Green at 10.21 with the first in the afternoon at 15.50 from Hampstead. The service reductions were as a result of staff shortages.

Via Charing Cross

Edgware	6
High Barnet	12
Mill Hill East	12
Finchley Central	6
Camden Town – Kennington	3
Kennington – Morden	6

Via Bank

Euston – Kennington	6
Kennington – Tooting Broadway	12

Mondays to Fridays

	Uncouple Morning		Couple Afternoon	
Edgware	10.04-11.53	14x3 (south) off	15.05-16.24	14x3 (south) on
High Barnet	09.57-10.49	6x3 (south) off	15.04-16.16	6x3 (south) on
Morden	09.59-11.48	5x3 (south) off	14.42-16.30	5x3 (south on
		10x7 forms 10x4 (north) and 10x3 (south)		10x3 (south) and 10x4 (north) forms 10x7

Of the 20x7-car trains with UNDMs, all but three stabled between the morning and evening peaks. The other three uncoupled at Edgware (at 10.09, 11.07 and 11.11) with three cars (UNDM-T-M) stabled in the depot.

The uncoupling schedule on Monday to Friday evenings resulted in a few four-car workings via the City. On Sundays, uncoupling and coupling continued at Golders Green.

Edgware	7x7	6x7U
Golders Green	13x7	12x7U
High Barnet	5x7	3x7U
Highgate	5x7	4x7U
Highgate Wood	5x7	
Morden	20x7	20x7U
Total:	55x7	45x7U
Grand total:		100

Train formations including Uncoupling Non-Driving Motors had been completed in timetable No.3 from 2 November 1953. The maximum stock requirements remained at 100 trains, formed of 55x7 with two compressors on the three-car unit (M-T-NDM-M+M-T-M) so that these could remain in service, and 45x7U (M-T-NDM-M+UNDM-T-M) where a detached three-car unit had to be stabled. There were no longer any 'block' trains. In fact there were only 46 UNDM

units on the Northern Line, so it is questionable if the allocation of 45x7U was consistently met. Uncoupling arrangements were changed yet again. Although the midday off-peak City service still required only 10x3-car trains, a total of 17x3-car and 28x4-car trains were uncoupled, which meant that some three-car trains worked the Charing Cross branch.

At Edgware, all seven trains that uncoupled and re-coupled between the peaks formed one three- and four-car unit (and vice versa), meaning that no units stabled in the depot. Seven trains thus made 7x3 and 7x4 (14 trains) for the Edgware – Kennington service.

Of the line total of 45x7U trains, only one uncoupled between the morning and midday peaks, the remainder stabling (see below, right).

MONDAYS TO FRIDAYS

Edgware	7x3	7x4
High Barnet		6x4
Morden	}	5x4 †
		10x3
Total:	17x3	28x4
Grand total:	45	

† Uncoupled from 7U and 3U to depot.

**BETWEEN PEAKS
MONDAYS TO FRIDAYS**

Edgware	7x7U
Golders Green	9x7U
High Barnet	3x7U
Morden	25x7U
Total:	44x7U

The one train with an UNDM that uncoupled midday did so at Morden at 10.56, recoupling at Morden at 15.06.

In the evening off-peak, three trains with UNDMs uncoupled, one each at Edgware (19.40 to 22.28), High Barnet (19.13 to 21.26) and Morden (18.48 to 20.43).

Other variations to Northern Line uncoupling before its demise were as follows:

WTT No.4 – 28 June 1954 – Off-peak City services resume to Golders Green with no Euston reversers during this period. There was still no City service to Morden during the Monday to Friday midday off-peak but there was also a modest increase in trains in service to 49, comprising 19x3 and 30x4, which still gave some three-car trains via the Charing Cross branch.

WTT No.6 – 25 April 1955 – Midday off-peak services increased to levels akin to November 1951. Morden off-peak City service reinstated. All seven-car trains uncoupled to form 1x3 and 1x4 for service – there was only one train that uncoupled (at Morden) where a three-car unit went to depot. Effectively, 31x7-car trains formed 30x3 and 31x4 which meant that there was a mix of three- and four-car trains via both Charing Cross and Bank. During uncoupling and coupling operations, the Mill Hill East service was operated as a shuttle (10.10 to 11.00 and 15.07 to 16.01).

In the evenings Mondays to Fridays at Morden, the last train uncoupled at 20.38 and the first to recouple was just eight minutes later at 20.46. But this didn't feature the same uncoupled unit, as that uncoupled was a 3-car to depot, and the train to be coupled required a 4-car from depot.

WTT No.7 – 30 January 1956 – Such was the unpopularity of having a Mill Hill East shuttle when uncoupling and coupling was taking place, through services were restored! This timetable also saw a revision to uncoupling so that three-car trains worked via the City and four-car trains via Charing Cross (as they did when uncoupling was first reintroduced). The 61 midday off-peak trains for service comprised 19x3 and 42x4-car trains.

WTT No.11 – 2 March 1959 – Midday off-peak service operated in self-contained service patterns. All trains on the City route Monday to Friday evening were three-cars.

After the evening peak, the first train to couple at Morden did so before the last one has uncoupled! The first to couple was at 20.34 with a 3-car from the City and a 4-car from Charing Cross (trains 123 and 18 respectively, becoming train 18). The last to uncouple at 20.43 was train 43, forming 4-cars to Barnet via Charing Cross and 3-cars via the City to Edgware – only to recouple again at their respective destinations.

NORTHERN LINE UNCOUPLING FORMATIONS SUMMARY

WTT	DATE		MONDAY TO FRIDAY		SATURDAY		SUNDAY	
			VIA CHARING CROSS	VIA CITY	VIA CHARING CROSS	VIA CITY	VIA CHARING CROSS	VIA CITY
1	12.11.51	Midday Evening	4 cars 4 cars	3 cars 3 cars	4 cars	3 cars	4 cars	3 cars
2	20.10.52	Midday Evening	4 cars 4 cars	3 cars 3 cars	4 cars	3 cars	4 cars	3 cars
3	02.11.53	Midday Evening	Mix of 3- and 4-cars Edgware service (7x3 and 7x4) 4 cars	3 cars 3 cars	 4 cars	 3 cars	4 cars	3 cars

	MONDAY TO FRIDAY	SATURDAY	SUNDAY
--	-------------------------	-----------------	---------------

WTT	DATE		VIA CHARING CROSS	VIA CITY	VIA CHARING CROSS	VIA CITY	VIA CHARING CROSS	VIA CITY
4	28.06.54 MF	Midday Evening	Mix of 3- and 4-cars on Edgware service (7x3 and 7x4) 4 cars	3 cars plus 1x4 Mix of 3- and 4-cars				
5	04.10.54	Midday Evening	Mix of 3- and 4-cars on Edgware service (7x3 and 7x4) 4 cars	3 cars plus 1x4 Mix of 3- and 4-cars			4 cars	3 cars
6	25.04.55	Midday Evening	Mix of 3- and 4 cars all services 4 cars	Mix of 3- and 4-cars Mix of 3- and 4-cars			4 cars	3 cars
7	30.01.56 MF	Midday Evening	4 cars 4 cars	3 cars Mix of 3- and 4-cars				
8	20.08.56	Midday Evening	4 cars 4 cars	3 cars Mix of 3- and 4-cars	4 cars	3 cars	4 cars	3 cars
9	18.11.57 MF	Midday Evening	4 cars 4 cars	3 cars Mix of 3- and 4-cars				
10	22.03.58 SO	Midday Evening						
11	02.03.59	Midday Evening	4 cars 4 cars	3 cars 3 cars	4 cars	3 cars	4 cars	3 cars
12	14.09.59 MF	Midday Evening	4 cars 4 cars	3 cars 3 cars				

Overleaf: It was in the 1935-40 New Works Programme that nine-car trains would operate on the Barnet line, but by the time the extension opened in April 1940, nine-car operation had been abandoned. The sidings at High Barnet were, however, constructed for nine-car trains and this line up shows the space that was available after stabling complete trains or two uncoupled units.

Photo: Brian Hardy Collection



PICCADILLY LINE

The Piccadilly Line was the last of the four deep tube lines to resume uncoupling in the post-war period and began with WTT Nos.67 and 68 for Weekdays and Sundays respectively, from 12 May 1952. Uncoupling and coupling was done in the platforms at Uxbridge and Arnos Grove, Northfields (uncouple westbound and couple eastbound) and at Cockfosters (both platform and depot). On Sundays, some Uxbridge line trains uncoupled and coupled in South Harrow platforms in addition to Uxbridge.

Trains at this time were all seven cars of Pre-1938 Tube Stock in the following formation, the uncoupled portion being the three cars at the east end: (West) M-T-T-M+CT-T-M (East). All trains on Mondays to Saturday mornings started as seven cars and on every night of the week finished as full length. However, it wasn't possible for full-length trains to begin to flow through the central area from a particular time, with a mix of four- and seven-car trains on the uncoupling/coupling 'shoulders'.

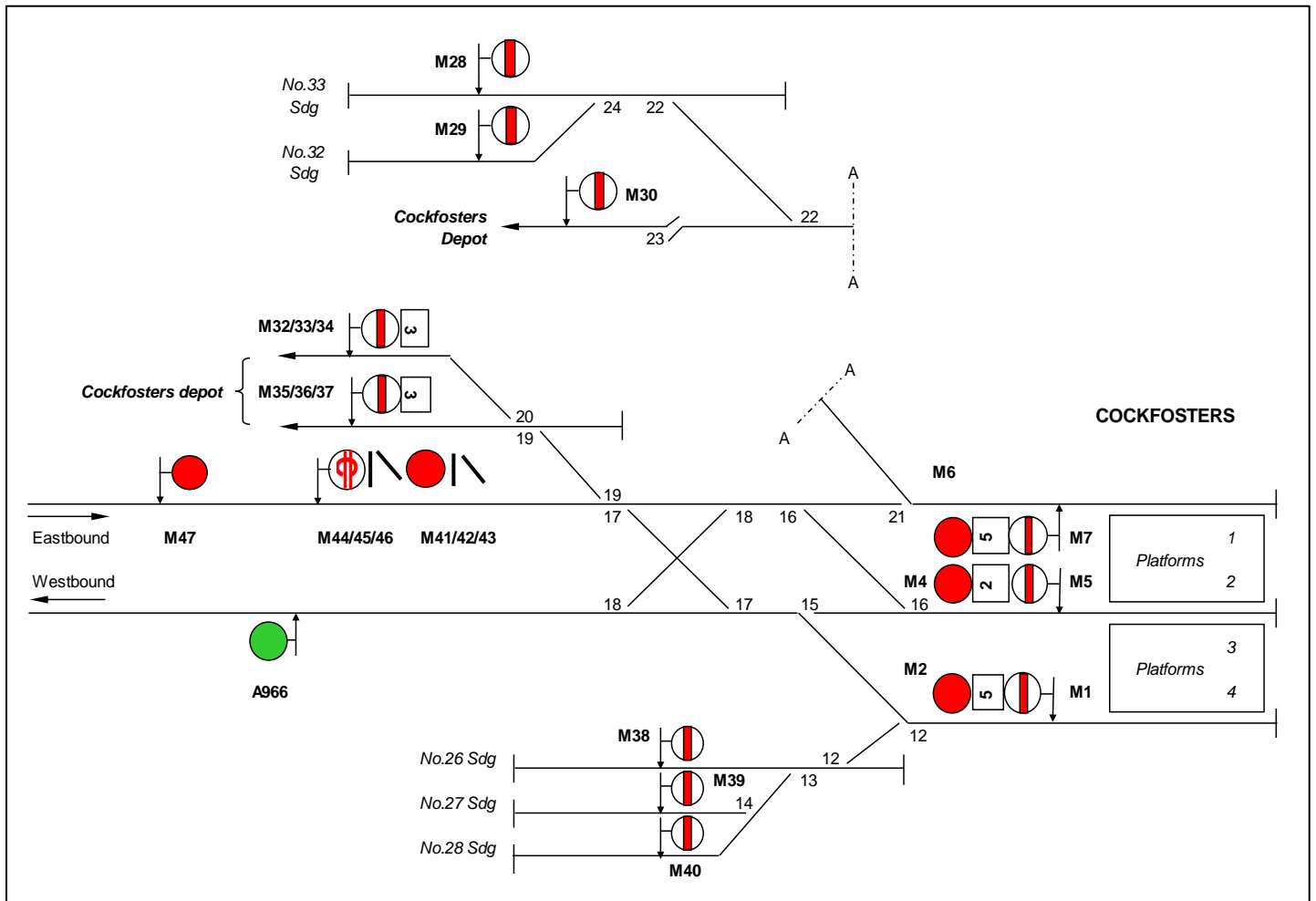
	UNCOUPLE		COUPLE	
	FROM	TO	FROM	TO
Uxbridge station	12x7	12x4	12x4	12x7
Northfields station	12x7	12x4	12x4	12x7
Arnos Grove station	8x7	8x4	8x4	8x7
Cockfosters station	17x7	17x4	18x4	18x7
Cockfosters Depot	4x7	4x4	3x4	3x7
Trains:	53x7	53x4	53x4	53x7

The Piccadilly Line was a fairly simple line for coupling and uncoupling and the midday arrangements were as shown opposite. At Cockfosters, all of the sidings between the station and depot entrance were used for stabling uncoupled three-car sets

The trains that uncoupled and recoupled in Cockfosters did so via the west end of the depot. Three trains that uncoupled at Northfields westbound had the four-car portions worked into the west sidings to re-enter service an hour or so later and the three-car portions to depot.

On Sundays, 31 trains were required for the morning and afternoon service. Ten trains started as four cars, while 19 started as seven and uncoupled (at Uxbridge, South Harrow and Cockfosters). Two trains remained full-length throughout the morning. There were two 10-minute service patterns on Sundays and were Wood Green – Rayners Lane/Uxbridge and Cockfosters – Hounslow. The pattern west of Rayners Lane per hour was Uxbridge-Uxbridge-Rayners Lane-Uxbridge-Uxbridge-Rayners Lane. This equates to 4 Piccadilly Line trains per hour to Uxbridge (every 10-20 minutes) with 2 tph reversing at Rayners Lane. The interval in the central area (Wood Green – Acton Town) was every 5 minutes. Coupling up was from around midday and continued into the early afternoon.

Opposite: *The layout at Cockfosters in 1952.*



Above: (Left) A four-car train arrives in the eastbound at Acton Town in c.1953 with a 1927 MCCW motor car leading. Note that that the motor car has passenger open door buttons fitted, although such a facility was never introduced on the Piccadilly Line. At this stage, overhauls from Acton still applied cream around the windows. The train set number still has to be relocated in the offside cab window although it does have a proper window wiper.

Above: (Right) An eastbound four-car arrives at Sudbury Town with a 1929 UCC (Feltham) motor car leading. This is the transition stage of livery changes as the leading motor car has no cream relief around the windows.

Both photos: LURS Collection

One extra train entered service from early evening, making 32 in service. This was to enable the Piccadilly Line service west of Rayners Lane to Uxbridge to operate every 10 minutes with no Rayners Lane reversers. Four extra trains entered service late in the evening from Cockfosters Depot, which enabled a 3½-4-minute service for one hour westbound (and then one hour eastbound), which reversed west to east at Northfields. It should be noted that the potential workings of the 1938 Tube Stock had been made available on a separate Timetable Notice with the possibility of seven workings. These had been introduced on the Piccadilly Line gradually and were linked to the Bakerloo Line's use of

Uncoupling Non-Driving Motor cars (UNDMs). Because the Bakerloo was unable to operate empty three-car units with UNDMs between Watford Junction and Croxley Green Depot (q.v.) 15 UNDMs were transferred to the Piccadilly Line. This complicated matters further, because the three-car unit had to be at the east end of the train for uncoupling, and the 'A' end of the 1938 Tube Stock normally faced west. Therefore, all 15 trains of 1938 Tube Stock on the Piccadilly Line had to be turned ('A' end east and 'D' end west) to meet the east end uncoupling requirement. *(After uncoupling was abandoned, the trains were turned yet again to the normal 'A' west and 'D' east arrangement).*

Below (Left) A four-car Pre-1938 departs from platform 4 at Acton Town while G23 South Acton shuttle double-ended motor car arrives from South Acton, despite the tail lamp being attached.

Below: (Right) A four-car eastbound train arrives at South Ealing with a 1931/34 MCCW motor car leading.

Both photos: Ray de Groot



However, the introduction of 1938 Tube Stock onto the Piccadilly Line was not without its problems and initially, the available trains worked only in rush hours and did not uncouple¹. After the further training had been completed, the 1938 Tube Stock was introduced gradually, as follows, none booked to uncouple. All of this was done in various Timetable Notices, separate to the WTT:

08.09.52 – 3 trains in service.

29.09.52 – 3 trains in service reformed so that the three-car unit included an UNDM.

20.10.52 – 2 more trains in service (total 5).

27.10.52 – 2 more trains in service (total 7).

The seven trains (six on Saturdays) were scheduled to work weekdays only, as follows:

MONDAYS TO FRIDAYS

TRAIN	START	STABLE	START	STABLE
133	05.26 NFW	09.25 NFE	17.01 NFE	20.06 NFE
135	06.01 NFW	09.28 NFE	16.58 NFE	18.11 CFE
131	06.45 NFW	09.20 NFE	17.07 NFE	18.20 CFE
146	05.22 CFE	11.02 CFE	15.23 CFE	19.27 NFW
147	05.35 CFE	10.39 CFW	15.34 CFW	18.04 CFW
106	05.45 CFE	10.48 CFW	15.39 CFW	18.10 CFW
149	06.00 CFW	09.31 NFE	16.43 NFE	18.17 NFW

SATURDAY

TRAIN	START	STABLE	START	STABLE
107	06.29 NFW	09.08 NFE	12.19 NFE	13.24 NFW
140	07.03 NFW	09.21 NS	12.50 NS	16.23 CFE
160	05.25 CFE			14.26 NFE
120	07.56 CFW	09.01 NFE	11.33 NFE	14.54 NFE
106	08.06 CFE			13.20 CFW
176	08.13 CFW	09.15 NS	12.28 NS	16.15 CFE

¹ The first 1938 Tube Stock entered service in November 1951 with one train scheduled to operate each day, starting and ending service at Northfields. This was withdrawn from service fairly soon pending further crew training with additional empty trips scheduled at both ends of the Piccadilly Line.

17.11.52 – 1 more train in service (total 8).
 01.12.52 – 1 more train in service (total 9).
 15.12.52 – 1 more train in service (total 10).

NFE – Northfields Depot (east) CFE – Cockfosters Depot (east)
 NFW – Northfields Depot (west) CFW – Cockfosters Depot (west)
 NS – Northfields sidings

It was not until WTT No.70 of 2 November 1953 that the distinction was made in the timetable between Pre-1938 Tube Stock (shown as '7' or '4') and 1938 Tube Stock (shown as '7U' or '4U'), the 'U' denoting it was 1938 Tube Stock with an UNDM in the formation. In this timetable, 83 full-length trains were required for peak service, 70 of type Pre-1938 Stock and 13 1938 Stock.

The 13 trains of 1938 Stock were provided from Northfields Depot (7 trains) and Cockfosters Depot (6 trains). The operation of the 1938 Tube Stock was arranged in a continuous 'block' – between 08.17½ and 08.35½ at Wood Green westbound. Because of the complex working of the stock throughout the day, a similar arrangement was not wholly possible for the evening peak, nor during either of the Saturday peaks.

After the morning peak, eight 1938 Stock trains stabled (5 at Northfields and 3 at Cockfosters), which left five for service. Three uncoupled at Uxbridge, one at Northfields and one at Cockfosters. There were no changes to the Sunday service and no 1938 Stock trains were scheduled for service on that day.

1938 Stock trains were first scheduled for service on Sundays from WTT No.75 from 11 June 1956, using eight trains, 1x7U from Cockfosters (which uncoupled and recoupled at Uxbridge), 4x4U from Cockfosters (which coupled there in the early afternoon) and 5x4U from Northfields (which coupled there, also in the early afternoon).

From WTT No.76 from 1 April 1957, there was no uncoupling on Saturdays, with full-length trains in operation throughout the day. On the other days of the week, there were no major changes to uncoupling and coupling schedules on the Piccadilly Line.

From WTT No.80 from 2 March 1959, the Monday to Friday midday off-peak Uxbridge service withdrawn and uncoupling introduced at South Harrow (instead of Uxbridge) on those days. Uncoupling and coupling at Uxbridge continued to take place Monday to Friday evenings. However, on Sundays, uncoupling and coupling at South Harrow was withdrawn. Monday to Friday midday uncoupling may be summarised as follows:

	Pre-1938		1938		1956
	Service	Stable	Service	Stable	Service
Uxbridge					
South Harrow	6x4	6x3	2x4U	2x3U	
Northfields	6x4	6x3	1x4U	1x3U	1x3N † 1x4N
Arnos Grove	4x4	4x3	3x4U	3x3U	
Cockfosters	12x4	12x3	1x4U	1x3U	1x3N † 1x4N
Trains:	28x4		7x4U		2x3N † 2x4N
Total trains:	39				

Note †
 From 1936, three-car trains were not allowed in service on the Piccadilly Line because each three-car would only have one compressor. It then became the norm for short trains to comprise four cars, having a motor

car (which carried the compressor) at each end. It is assumed that an incident had occurred with a compressor failure on a three-car, which undoubtedly would have caused a lengthy delay to get the service moving again. However, the 1956 Stock had two compressors on each trailer, so three-car units of this type were acceptable.

Overleaf: (Top Left) So that the three-car portions of 1938 Tube Stock could be uncoupled at the same end of the train as the Pre-1938 Tube Stock (i.e. the three-car off at the east end), the 15 trains of 1938 Tube Stock were turned during the period that uncoupling was scheduled, so that 'A' ends faced east and 'D' ends faced west. A westbound train arrives at Rayners Lane on 20 July 1957 with the 'D' end (west) leading.

Overleaf: (Top Right) An eastbound train of 1938 Tube Stock arrives at Osterley (Right) on 2 May 1959 with its 'A' end (east) leading. After uncoupling ceased, all the 1938 Tube Stock on the Piccadilly Line was turned to face the correct way.

Both photos: Alan A. Jackson



Below: (Left) With the introduction of the 1956 Prototype Tube Stock, uncoupling arrangements changed, in that these three trains only had automatic couplers in the middle of each train and mechanical couplers only at the outer ends. Care had to be taken during any service disruption that two mechanical couplers didn't face each other at coupling up time! Uncoupled trains of 1956 Stock were thus either three- or four-car units. Here at South Ealing, the three-car Metro-Cammell unit is on the eastbound and is still in fairly new condition.

Photo: RCTS Collection

Below: (Right) So far as it is known, the 1959 Tube Stock didn't uncouple, as the first train didn't enter service until 14 December 1959, by which time uncoupling was all but at an end on the Piccadilly Line. Nonetheless, the three car units did originally have two compressors but many were reduced to one in later years, with a few remaining with two to operate the Holborn – Aldwych shuttle service. However, the signalling necessary for coupling up remained for many years after its abandonment and at Arnos Grove, the calling-on signal to the eastbound platform is seen under the normal signal and survived until the signalling at the east end of the Piccadilly Line was computerised in 1982.

Photo: Brian Hardy



THE LAST YEARS OF UNCOUPLING

NORTHERN LINE

- 30.11.59 Uncoupling cancelled Monday-Friday and Saturday.
- 09.01.60 Saturday service full-length trains – for two Saturdays only.
- 18.01.60 Uncoupling resumed Monday-Friday and Saturday.
- TC 47/60 Monday-Friday – Uncoupling cancelled from 28.11.60 – TTN 222/60
Saturday – Uncoupling cancelled from 26.11.60 – TTN 85/59 Schedule 'D'.
- TC 10/61 Uncoupling abandoned on Sundays from 26.03.61 with new WTT No.13 (Sundays).
- 26.06.61 New WTT No.14 with no uncoupling Mondays to Saturdays.

BAKERLOO LINE

- 30.11.59 Uncoupling cancelled Monday-Friday and Saturdays.
- 09.01.60 Saturday service full-length trains – for two Saturdays only.
- 18.01.60 Uncoupling resumed Monday-Friday and Saturdays

BAKERLOO LINE – Continued

- TC 47/60 Monday-Friday – Uncoupling cancelled from 28.11.60 – TTN 212/60
Saturday – Uncoupling cancelled from 26.11.60.
Paragraph 40 of this Traffic Circular states cancellation of uncoupling continues on Saturdays except for trains stabling in Stanmore sidings.
- TC 10/61 Uncoupling abandoned on Sundays from 26.03.61.
- 12.06.61 New WTT No.46 with no uncoupling.

CENTRAL LINE

- 26.11.59 TTN 193/59 – Full-length trains midday, 4-cars evenings:
26.11.59 – Thurs.
30.11.59 to 04.12.59 Monday-Friday
07.12.59 to 11.12.59 Monday-Friday
14.12.59 to 18.12.59 Monday-Friday
21.12.59 to 23.12.59 Monday-Wednesday.
- 26.11.59 TTN 194/59 – All Thursdays 26.11.59 to 17.12.59 full-length trains throughout day.
Superseded arrangements noted above in TTN 193/59
- 03.12.59 TTN 257/59 – All trains full-length all-day Monday-Friday, superseding TTNs above.
- 30.11.59 TTN 194/59 – Will operate Monday-Friday from 30.11.59.
- 12.12.59 TTN 225/59 – Full-length trains Saturdays 12.12.59 and 19.12.59.
- 29.12.59 Uncoupling cancelled Monday-Friday and TTNs 193/59 and 194/59 continue to operate.
- 09.01.60 TTN 15/60 – Trains to remain coupled on Saturdays.
- 24.01.60 TTN 18/60 – Trains to remain coupled on Sundays.
- 21.03.60 New WTT No.21 with full-length trains daily.

PICCADILLY LINE

- 01.04.57 WTT No.76 – Uncoupling cancelled Saturdays.
- 26.11.59 Full-length trains MF midday, 4-cars evenings – TC 47/59 and TC 48/59.
- 30.11.59 TTN 257/59 – All trains full-length all-day Monday-Friday.
- 29.12.59 TTN 264/59 – Uncoupling to remain cancelled Monday-Friday midday and evenings.
- 24.01.60 TTN 18/60 – Trains to remain coupled on Sundays.
- 21.03.60 New WTT No.82 with full-length trains daily.